

II. EXISTING CONDITIONS

As part of the existing conditions assessment, Fehr & Peers conducted a parking survey of the Downtown Brentwood area in December 2004. This survey was conducted on a Friday at one hour intervals from 9:00 AM to 8:00 PM. Both on-street and off-street facilities were surveyed. This chapter outlines the data collection process, the parking supply, the parking demand, and the parking turnover.

Data Collection Process

Fehr & Peers recorded the last four digits of license plates for each parking space along the streets that constitute Downtown Brentwood and several off-street lots. The following streets were counted:

- First Street between Chestnut Street and Pine Street (3 blocks)
- Second Street between Chestnut Street and Maple Street (2 blocks)
- Third Street between Oak Street and Maple Street (1 block)
- Maple Street between Brentwood Boulevard and Third Street (3 blocks)
- Oak Street between Brentwood Boulevard and Third Street (3 blocks)

The data collection effort also addressed off-street lots as well. Off-street lots were selected based on the size of the lot, the visibility of the lot, and the ability of the public to access the lot.

Sixteen off-street lots met these criteria and were counted. These lots varied between small private lots to the large, municipal lot on Second Street. Additional information about each lot is provided subsequently.

La Costa Restaurant Lot (Lot A): This is a private parking lot that serves the shops and a restaurant on the corner of Oak Street and Brentwood Boulevard. There are 35 marked parking stalls with one handicapped parking stall. Signs designate the lot as a private lot. Drivers can access this lot from Brentwood Boulevard, Oak Street, or Diablo Way. Views of this lot are shown below.



La Costa Restaurant (Lot A)

First Street Plaza Lot (Lot B): This lot is striped for 25 vehicles, with an additional handicap parking space and is located in front of the stores that comprise the First Street Plaza. Access to this lot is available from First Street and Diablo Way. This lot is marked as a private lot, with one handicapped reserved parking space. A photo of this lot is shown below.



First Street Plaza Lot (Lot B)

Family Resource Center Lot (Lot C1): Located behind the Family Resource Center (760 First Street), this lot is striped for 16 vehicles, and is shown below. It is marked as a private parking lot, with access from Maple Street.



Family Resource Center Lot (Lot C1)

Maple Street Private Parking Lot (Lot C2): Located south of the Family Resource Center Lot (Lot C1), this lot is striped for 11 vehicles. It is marked as a private parking lot, with access from Maple Street. A view of this lot is provided below.



Maple Street Private Parking Lot (Lot C2)

Bank of America Lot (Lot D): Located on First Street between Maple Street and Oak Street, this lot can accommodate up to 25 vehicles, with two additional handicap spaces, and four spaces for ATM use only. This is a private lot that is meant to serve users of the Bank of America. Access to this lot is available from First Street. A photo of this lot is provided below.



Bank of America Lot (Lot D)

Mulligan's Floor Covering (Lot E1): This private lot is located on Second Street between Maple Street and Oak Street. This lot serves customers of Mulligan's Floor Covering Design Center and can hold up to 17 vehicles. Access to this lot is from Second Street and Mid Way. A view of this lot is shown below.



Mulligan's Floor Covering Lot (Lot E1)

Second Street Municipal Lot (Lot E2): This is the largest municipal parking lot in the downtown, with a total of 60 marked spaces with two parking spaces reserved for handicapped vehicles. There is a posted 90-minute parking limit posted at this lot. Located on Second Street between Maple Street and Oak Street, this lot is accessible from Second Street, and from Mid Way. A sign designating the lot as a municipal lot is posted at the entrance on Second Street. Several views of this lot are shown on the figures below.



Second Street Municipal Lot (Lot E2)

Kendall's Automotive Lot (Lot E3): This lot is located on the corner of Second Street and Oak Street and is intended to serve the customers of Kendall's Automotive. There are 12 available spots, with additional space available for cars to park that are being serviced. The lot is designated as a private lot. This lot can be accessed from Second and Oak Streets. A view of this lot is shown on the figure below.



Kendall's Automotive Lot (Lot E3)

8440 Plaza Lot (Lot F): This private lot is located on the corner of Chestnut Street and Brentwood Boulevard behind an office building. The lot is accessible from Brentwood Boulevard and Diablo Way. Left-turns onto Brentwood Boulevard are prohibited for vehicles exiting this lot. The lot has a total of 28 parking spaces, and one additional space reserved for handicapped vehicles. Photos of this lot and the various businesses that have access to this lot are shown below.



8440 Plaza Lot (Lot F)

Grazie!/La Fuente Lot (Lot G): This lot is located on First Street between Oak Street and Chestnut Street, shown on the figure below. The lot can be accessed from First Street and from Mid Way; (right-turns only onto Mid Way). There are 25 striped parking spots that are for the customers of Grazie! and La Fuente restaurants, two of which are designated as handicap spaces.



Grazie!/La Fuente Lot (Lot G)

First Street Municipal Lot (Lot H): This private lot is located on the corner of Chestnut Street and First Street and is shown on the figure below. This is a private lot for patrons of the commercial and office uses along First Street. Vehicles enter the lot from First Street, and exit on Mid Way (right-turn only). There are a total of 20 marked parking spaces, one of which is reserved for handicap vehicles.



First Street Private Parking Lot

City Hall Lots (Lots I and J): These lots are located on Maple Street and Third Street, and are intended to be used by people with business at the City Hall, City offices, the library, and the City Park. The lots are accessible from Oak Street, Third Street, and Maple Street. Lot I has a total of 42 45-minute parking spots, two handicap parking spaces, and two 10-minute spaces. Lot J has 34 90-minute parking spaces, 11 20-minute spaces, four-handicap spaces, and one parking space reserved for loading. Views of the two lots are provided below.



City Hall Lot I



City Hall Lot J

Brentwood Boulevard/Chestnut Street Municipal Lot (Lot K): This lot is located on Brentwood Boulevard between Chestnut and Oak Streets. The lot and the sign designating the lot as a Municipal lot are shown below. Vehicles can enter this lot from Brentwood Boulevard and exit onto Mid Way, but are required to turn left out of this parking lot. There are a total of 17 parking spaces, one of which is designated as a handicap space.



Brentwood Boulevard/Chestnut Street Municipal Lot (Lot K)

Brentwood Boulevard Municipal Lot (Lot L): This municipal lot is located on Brentwood Boulevard between Oak and Maple Streets. Vehicles can access and egress this parking lot from Brentwood Boulevard or Mid Way. There are 31 parking spaces in this parking lot, with an additional two spaces reserved for handicap vehicles. A view of this parking lot is shown on the figure below.



Brentwood Boulevard Municipal Lot (Lot L)

Restaurant Strip Parking Lot (Lot M): This lot is located on the corner of Pine Street and Brentwood Boulevard, and serves the users of the four restaurant/retail uses on that corner. Access to the lot is from Brentwood Boulevard and Mid Way. This lot has a total of 29 parking spaces, one of which is reserved for handicap patrons. A photo of this lot is provided below.



Restaurant Strip Parking Lot (Lot M)

PARKING SUPPLY COUNT

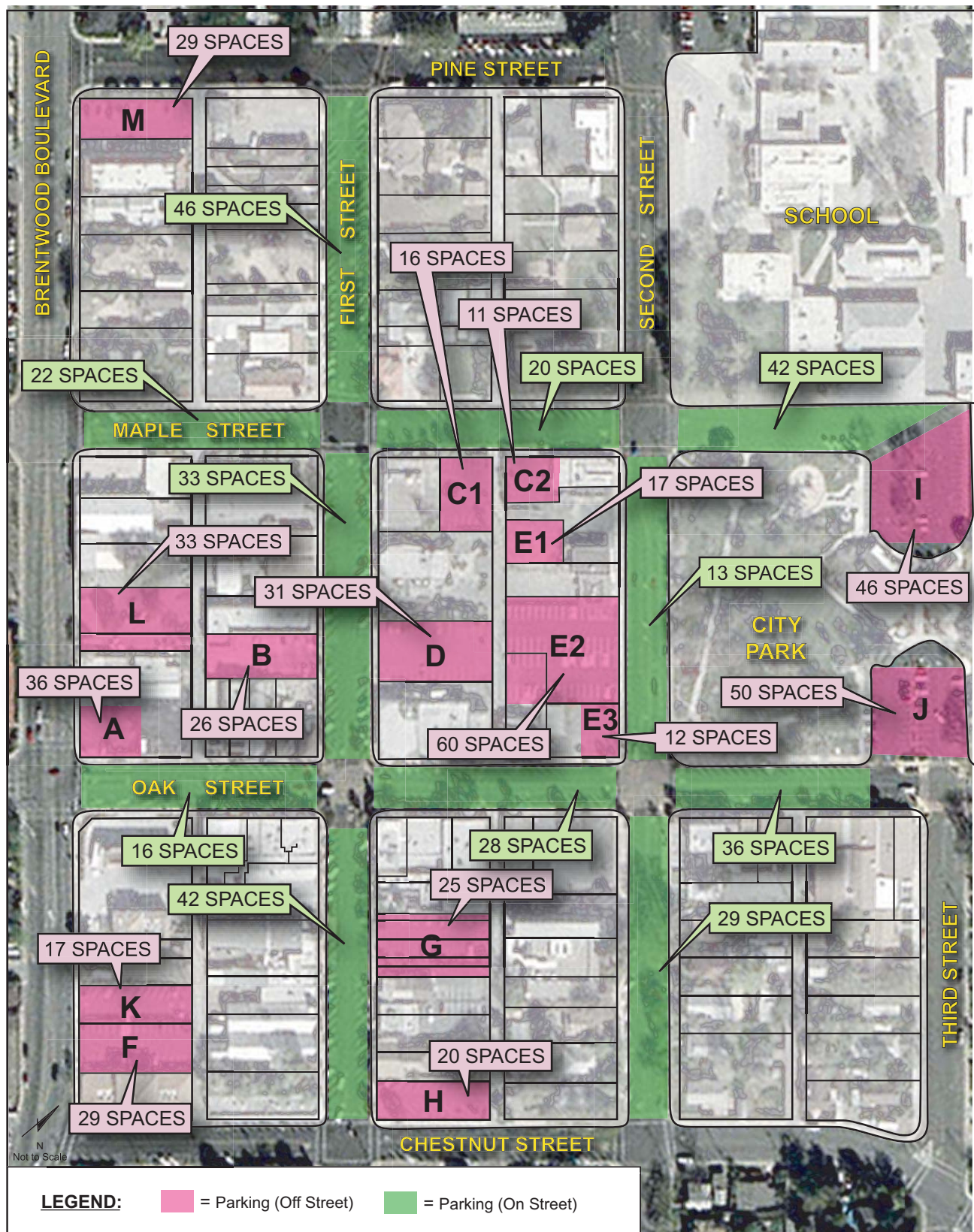
As part of the data collection process, Fehr & Peers determined the number of parking spaces on-street and in the surveyed lots. On Second Street between Maple and Oak Streets, where the parking spaces were not formally marked, Fehr & Peers estimated the number of spaces through measurements of the unobstructed curb face or counts of the number of parked cars. We estimate there to be about 330 on-street parking spaces in the study area. There are approximately 460 off-street parking spaces in the lots that were surveyed, of which 232 parking spaces are privately owned, and the 226 remaining parking spaces are available for public use. The total number of on-street and off-street spaces is 785, of which 553 are available for public use. Additional private parking lots exist in the study area but were not included. Table 1 details the number of parking spaces for each of the on-street areas. The number of parking spaces available in the off-street lots is indicated on Table 2. Figure 2 details the total number of available spaces at each location.

TABLE 1			
AVAILABLE ON-STREET PARKING SPACES			
Street	Between		Number of Available Spaces
First Street	Maple Street	Pine Street	46
First Street	Oak Street	Maple Street	33
First Street	Chestnut Street	Oak Street	42
Second Street	Oak Street	Maple Street	13
Second Street	Chestnut Street	Oak Street	29
Maple Street	Brentwood Boulevard	First Street	22
Maple Street	First Street	Second Street	20
Maple Street	Second Street	Third Street	42
Oak Street	Brentwood Boulevard	First Street	16
Oak Street	First Street	Second Street	28
Oak Street	Second Street	Third Street	36
	Total		327

Source: Fehr and Peers, February 2005

TABLE 2		
AVAILABLE OFF-STREET PARKING SPACES		
Lot	Number of Available Spaces	Public or Private Lot
La Costa Restaurant (Lot A)	36	Private
First Street Plaza Lot (Lot B)	26	Private
Family Resource Center Lot (Lot C1)	16	Private
Maple Street Private Parking Lot (Loc C2)	11	Private
Bank of America Lot (Lot D)	31	Private
Mulligan's Floor Covering (Lot E1)	17	Private
Second Street Municipal Lot (Lot E2)	60	Public
Kendall's Automotive Lot (Lot E3)	12	Private
8440 Plaza Lot (Lot F)	29	Private
Grazie!/La Fuente Lot (Lot G)	25	Private
First Street Private Lot (Lot H)	20	Public
City Hall Lot I	46	Public
City Hall Lot J	50	Public
Brentwood Boulevard/Chestnut Street Municipal Lot (Lot K)	17	Public
Brentwood Boulevard Municipal Lot (Lot L)	33	Public
Restaurant Strip Parking Lot (Lot M)	29	Private
	Total	458
		-

Source: Fehr and Peers, February 2005



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February 2005
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Downtown Brentwood Parking Study

PARKING SUPPLY

FIGURE 2

SYSTEMWIDE PARKING OCCUPANCY

Based on counts taken during December 2004, the total peak parking demand is 532 spaces, including both on-street and off-street facilities. This parking demand represents approximately 68 percent of the total parking supply in downtown Brentwood. Excluding vehicles parked in private parking garages, the peak demand is 383 spaces, which is still approximately 69 percent of the available public parking spaces.

To account for the traffic that the entertainment uses, such as the movie theater, generates, these counts were taken on a Friday and represent a period of peak system occupancy. This peak parking demand represents the peak occupancy for each block. An initial analysis of the parking occupancy indicates that the occupancy varies by location and type of parking facility.

Typically, once parking occupancy exceeds ninety percent, locating a parking space becomes increasingly difficult. In this situation, it can be expected that as a vehicle pulls out of parking space, another driver will be waiting to pull into that space. As a result, it can be said that once parking occupancy exceeds ninety percent, parking supply is inadequate. In Downtown Brentwood, there are three streets where this occurs, on Oak Street from Brentwood Boulevard to First Street, and between Second and Third Streets, and on Second Street between Oak and Chestnut Streets. Five of the private off-street parking lots and three of the public lots have over ninety percent occupancy.

On-Street Parking

The highest on-street parking demand is along Oak Street from Brentwood Boulevard and First Street with 100 percent demand. Other blocks with high on-street parking demand are Second Street between Oak and Chestnut Streets with 97 percent demand, and Oak Street between Second and Third Streets, with 94 percent. The peak parking demand on each of the respective streets takes place during different hours during the day, but the period from 10:00 AM to 12 noon appears to be the overall peak period.

Several of the streets furthest from the commercial center had much lower parking demand. For example, the occupancy on Second Street between Maple and Oak Streets was only 31 percent and the occupancy on First Street between Pine Street and Maple Street was only 37 percent. The parking occupancy for the on-street facilities is shown on Table 3.

Off-Street Parking

The occupancy of the off-street lots was varied. For example, only one car was observed parking in the Family Resource Center Lot (Lot C1), whereas the Grazie!/La Fuente Parking Lot (Lot G) was 100 percent full during its peak period of demand. The off-street lot occupancy is shown on Table 4. Figure 3 shows the maximum parking occupancy rates for both the on-street and off-street facilities.

Peak Parking Demand Period

Within the downtown, the peak period of occupancy varied. The downtown study area was divided into three sections to better understand how land use related to the peak period parking occupancy. Section 1 consisted of the downtown core – First Street between Maple and Chestnut Streets, and Oak Street between Brentwood Boulevard and Second Street. This area includes high-turnover retail uses, many with adjacent private off-street parking lots. Section 2 includes Maple Street from Brentwood Boulevard to Third Street; First Street between Pine and Maple Streets; and Second Street between Maple and Oak Streets. This section includes residential, low peak period demand civic uses such as churches, the fire station, Veteran's Hall, and the City Park, and some office use.

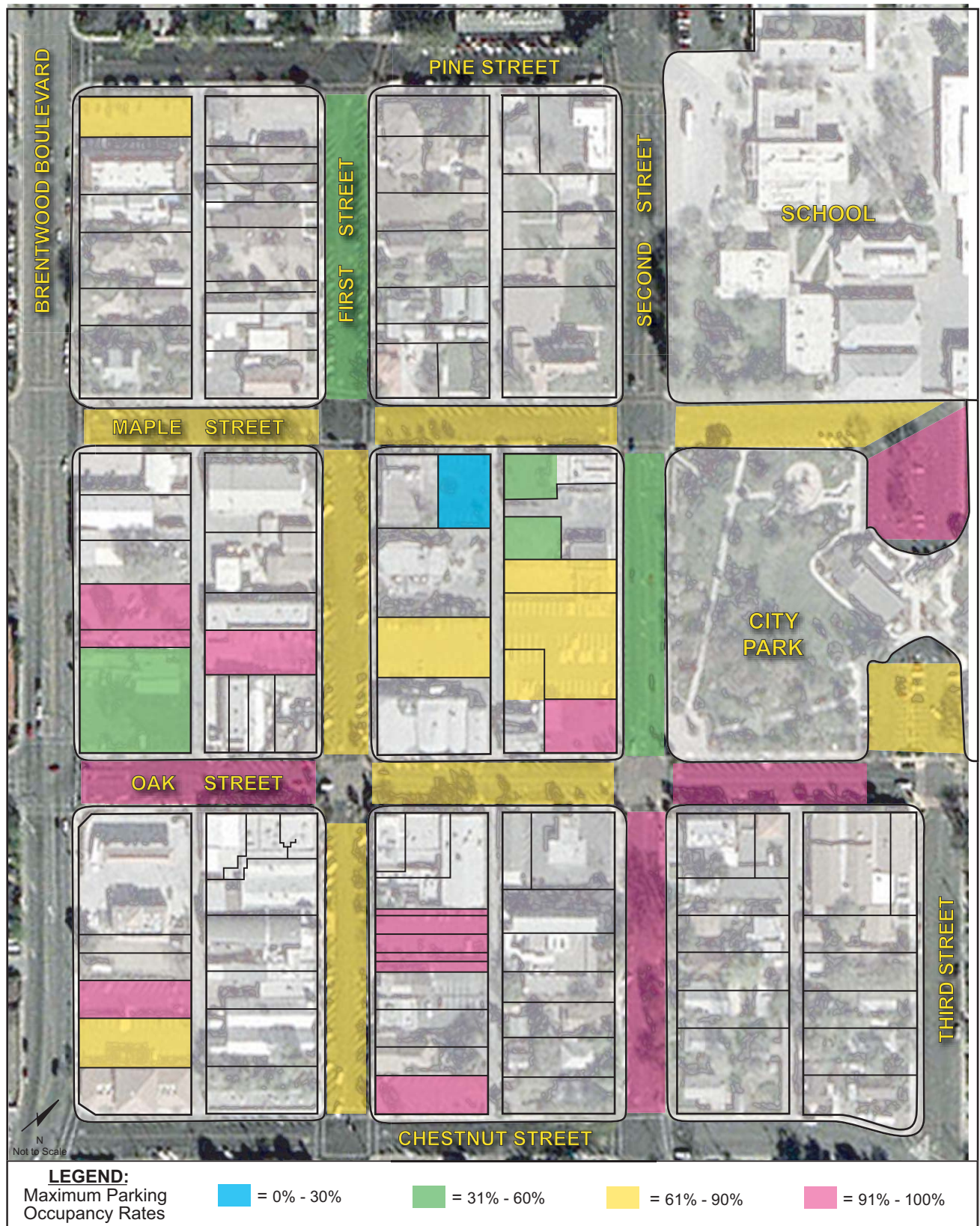
Section 3 includes Second Street from Oak Street to Chestnut Street, and Oak Street from Third Street to Second Street. This section consists of mostly office use along Oak Street and some on Second Street, and residential on Second Street.

Figure 4 indicates the hourly on-street parking occupancy by section. Section 1 has two peak parking occupancy periods - from 11:00 AM to 12:00 PM and from 5:30 PM to 6:30 PM which are the two main shopping and entertainment periods. Section 2 has peak occupancy from 9:30 AM to 10:30 AM, and Section 3 has peak occupancy from 9:00 AM to 1:30 PM, which are typically the busiest hours of office operation on Fridays. The average occupancy is approximately 50 percent throughout the day.

TABLE 3
OCCUPANCY – ON STREET PARKING

Street	Between		Parking Supply	Vehicles Per Period											Peak Occupancy Percentage	
				9-10 AM	10-11 AM	11 AM-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM		8-9 PM
First Street	Maple Street	Pine Street	46	6	13	17	5	2	3	8	1	4	13	8	7	37%
First Street	Oak Street	Maple Street	33	13	15	21	24	15	18	18	26	21	25	18	14	79%
First Street	Chestnut Street	Oak Street	42	23	34	31	35	23	29	31	31	28	37	25	18	88%
Second Street	Oak Street	Maple Street	13	1	0	1	1	4	1	0	0	0	0	0	0	31%
Second Street	Chestnut Street	Oak Street	29	27	28	26	28	26	23	12	18	16	19	15	13	97%
Maple Street	Brentwood Boulevard	First Street	22	18	18	18	18	18	16	12	5	4	4	3	2	82%
Maple Street	First Street	Second Street	20	12	16	4	5	5	3	4	3	1	1	1	0	80%
Maple Street	Second Street	Third Street	42	20	27	21	23	20	23	20	17	18	18	15	14	64%
Oak Street	Brentwood Boulevard	First Street	16	11	12	16	15	13	14	16	13	15	16	12	10	100%
Oak Street	First Street	Second Street	28	18	21	20	22	19	9	15	18	20	20	16	11	79%
Oak Street	Second Street	Third Street	36	34	31	29	30	28	27	21	28	24	24	19	15	94%
Total			327	183	215	204	206	173	166	157	160	151	177	132	104	66%

Note: Peak occupancy shown in bold
Source: Fehr and Peers, February 2005



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Downtown Brentwood Parking Study

MAXIMUM PARKING OCCUPANCY RATES

FIGURE 3

TABLE 4
OCCUPANCY – OFF STREET PARKING

Lot	Parking Supply	Vehicles Per Period											Peak Occupancy Percentage	
		9-10 AM	10-11 AM	11 AM-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM		8-9 PM
A	36	4	7	13	22	17	7	11	7	18	16	15	8	61%
B	26	12	15	19	24	18	18	17	17	15	17	16	13	92%
C1	16	1	1	0	0	0	0	0	1	0	0	0	0	6%
C2	11	2	6	6	6	6	6	5	3	0	0	0	0	55%
D	31	16	24	26	21	23	22	17	26	15	19	16	6	84%
E1	17	0	5	10	10	10	8	6	4	1	1	1	0	59%
E2	60	16	31	32	38	34	29	30	24	19	15	13	7	63%
E3	12	2	4	5	6	5	5	13	4	3	3	3	3	108%
F	29	15	18	21	26	19	19	20	17	16	11	10	10	90%
G	25	7	9	8	17	13	17	16	11	18	25	15	11	100%
H	20	16	19	19	19	17	15	16	14	9	8	7	7	95%
I	46	24	45	43	36	33	39	41	30	40	28	26	23	98%
J	50	36	41	42	38	31	37	38	33	30	4	3	1	86%
K	17	16	16	16	14	15	16	14	15	15	n/a	n/a	n/a	94%
L	33	26	30	31	31	29	26	23	16	15	n/a	n/a	n/a	94%
M	29	14	14	17	18	13	16	13	12	14	n/a	n/a	n/a	62%
Total	458	207	285	308	326	283	280	280	234	228	147	125	89	71%

Note: Peak occupancy shown in bold
Source: Fehr and Peers, February 2005

The total number of parking spaces occupied during the peak period is 532, which includes both on-street and off-street areas.

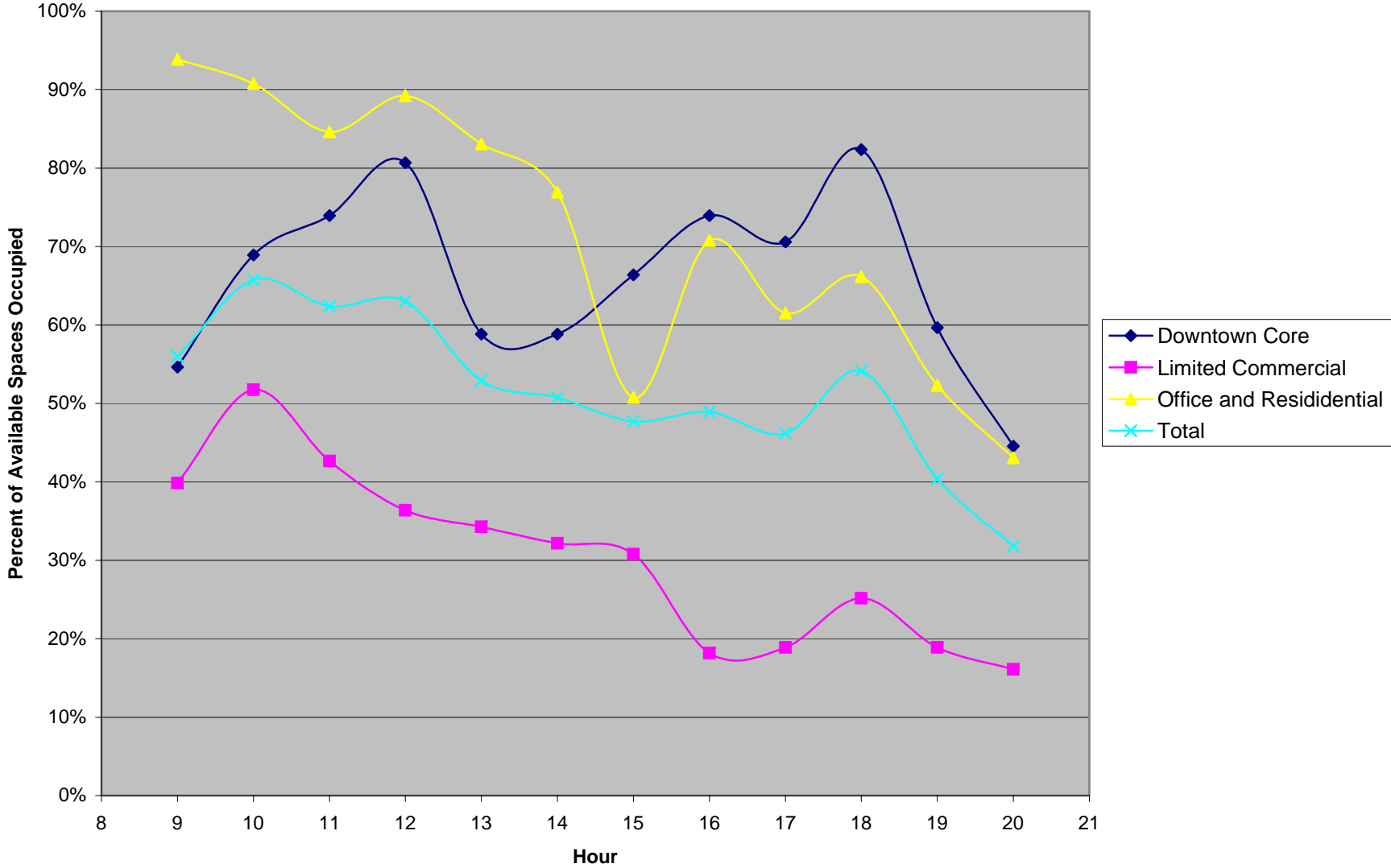
PARKING TURNOVER

In addition to analyzing parking supply and demand, Fehr & Peers assessed the parking turnover. Since the license plates of individual vehicles were recorded, license plates could be matched across survey periods to determine how long each vehicle remained parked on a particular block face throughout the day. Recorded license plate records are provided in Appendix A.

Based on this matching process, Fehr & Peers determined the amount of time each individual vehicle occupied a parking space on any given block face in the study area. This determination concluded the following:

- Most of the observed vehicles occupied a space for two hours or less.
- Some vehicles occupied spaces for more than 3 hours. This demarcation is important because a person who stays more than several hours is not likely to be a shopper or visitor. However, most of the locations where vehicles were found to park for more than three hours were on block faces that had no parking limits posted.

Figure 4: Hourly On-Street Occupancy Percentages



Fehr & Peers also determined the amount of time each individual vehicle occupied a space in each of the parking lots included in the study area. Most of the lots were denoted as private parking lots with unlimited parking. Parking Lot I located by Brentwood City Hall has 45-minute parking limits, and the adjacent Lot J has 90-minute parking limits. All the municipal parking lots had no parking limits posted, except for the Second Street Municipal Lot, which had 90-minute parking limits. It was found that almost all vehicles parked in off-street lots stayed for more than two hours, and most of those vehicles were parked for more than three hours. Average parking duration in the lots with posted time limits exceeded the time limits in all cases.

Figures 5 and 6 present the on-street and off-street parking turnover rates, respectively, based on the number of vehicles that were observed to occupy a space more than three hours at each parking facility, both on-street and off-street.

Tables 5 and 6 provide the turnover for on-street and off-street facilities, respectively.

Figure 5: On-Street Parking Turnover Rate (Percentage of Vehicles Parked more than Three Hours)

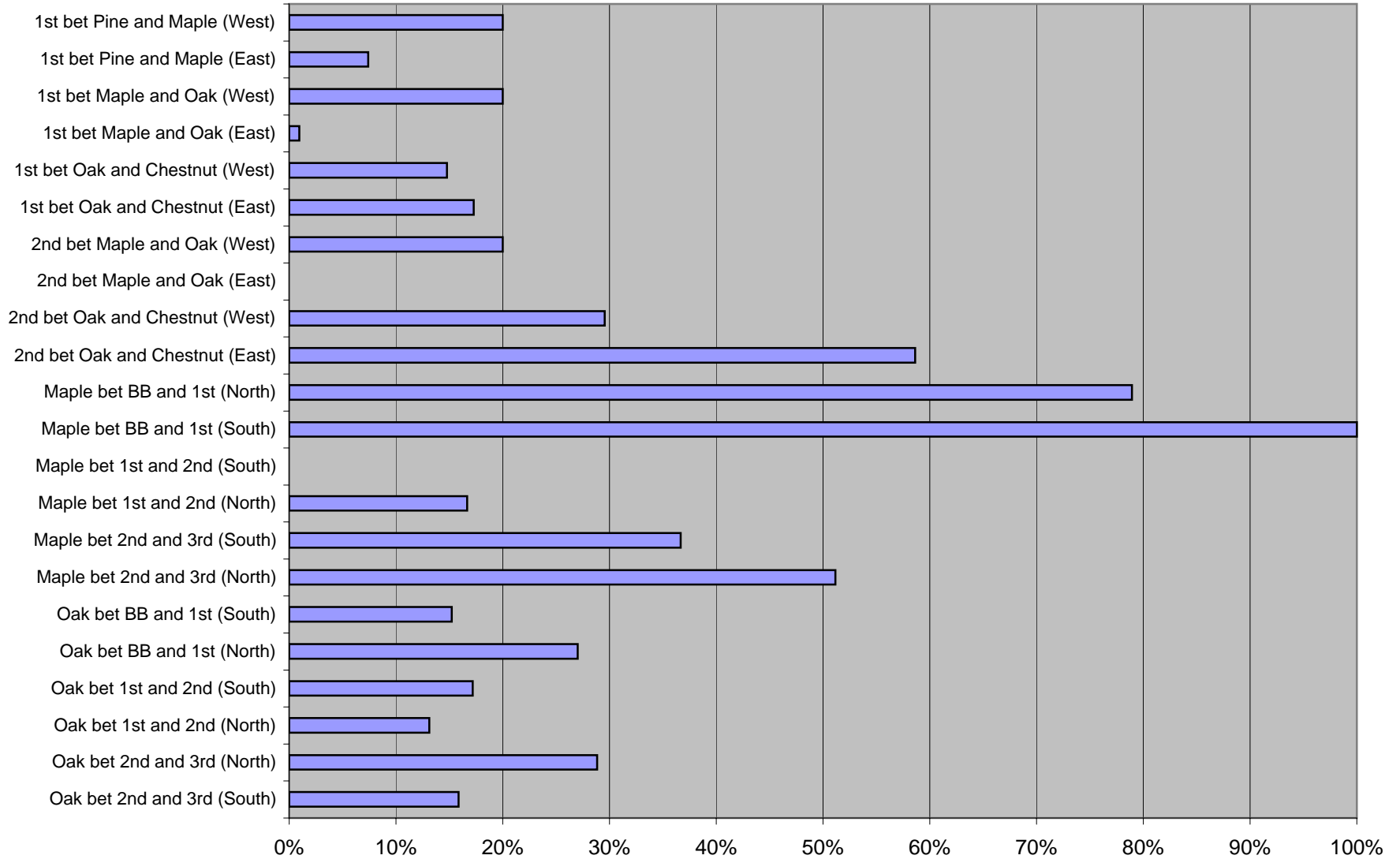


Figure 6: Off-Street Parking Turnover Rate (Percentage of Vehicles Parked more than Three Hours)

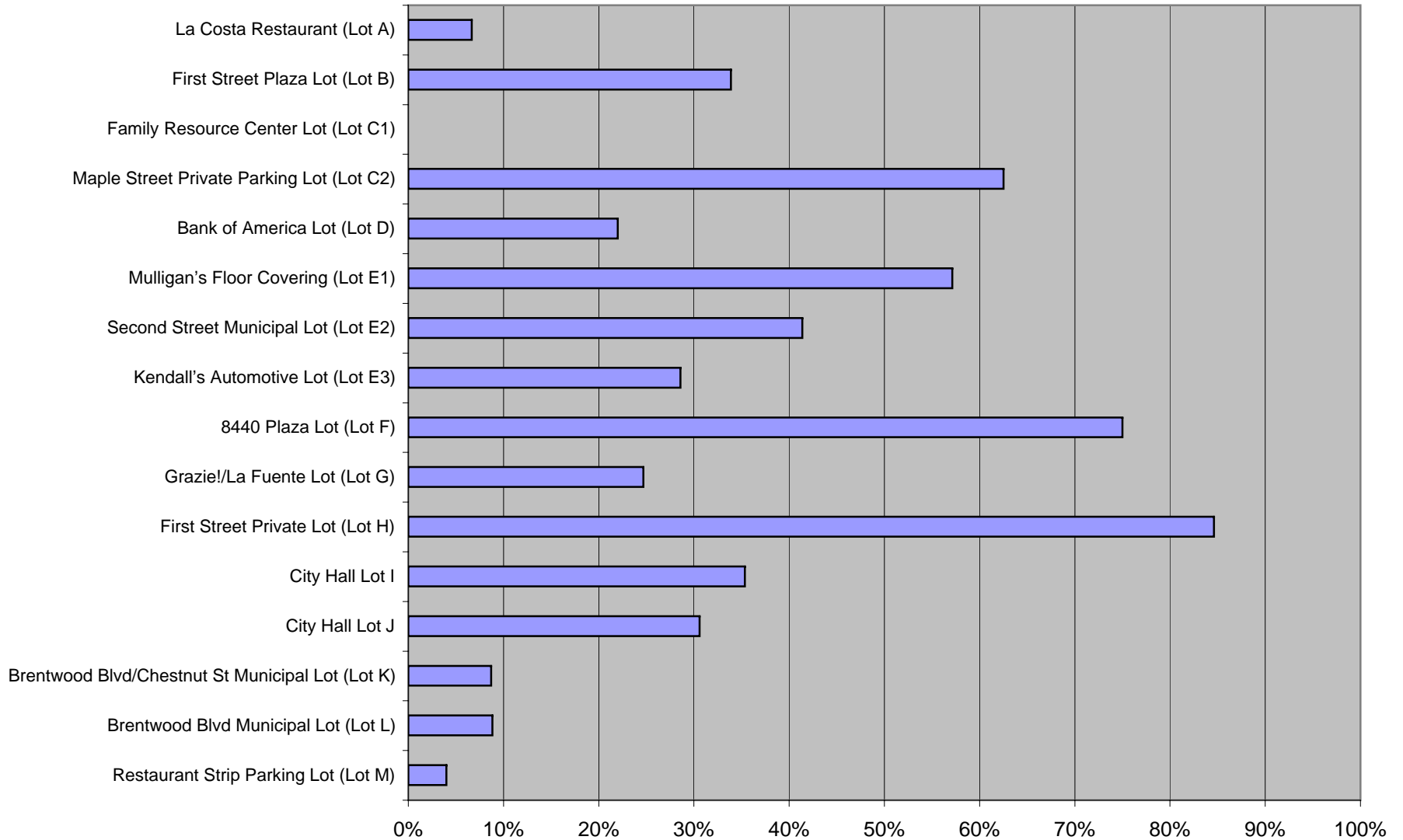


TABLE 5
PARKING DURATION- ON-STREET PARKING

Street	Block Face	Between		Number of Available Spaces	Posted Hourly Parking Limit	Average Parking Duration				Percentage of Vehicles Parked more than 3 hours
						0-1 hours	1-2 hours	2-3 hours	Greater than 3 hours	
First Street	West	Maple Street	Pine Street	21	2 hours		x			20%
First Street	East	Maple Street	Pine Street	25	2 hours		x			7%
First Street	West	Oak Street	Maple Street	15	2 hours		x			20%
First Street	East	Oak Street	Maple Street	18	2 hours		x			1%
First Street	West	Chestnut Street	Oak Street	23	2 hours/30 min		x			15%
First Street	East	Chestnut Street	Oak Street	19	2 hours		x			18%
Second Street	West	Oak Street	Maple Street	4	Unlimited		x			20%
Second Street	East	Oak Street	Maple Street	9	Unlimited/30 min	n/a				n/a
Second Street	West	Chestnut Street	Oak Street	15	Unlimited			x		30%
Second Street	East	Chestnut Street	Oak Street	14	Unlimited				x	59%
Maple Street	North	Brentwood Boulevard	First Street	14	Unlimited				x	79%
Maple Street	South	Brentwood Boulevard	First Street	8	Unlimited				x	100%
Maple Street	North	First Street	Second Street	8	2 hours		x			0%
Maple Street	South	First Street	Second Street	12	2 hours		x			17%
Maple Street	North	Second Street	Third Street	18	45 min				x	51%
Maple Street	South	Second Street	Third Street	24	45 min				x	37%
Oak Street	North	Brentwood Boulevard	First Street	8	2 hours/30 min			x		15%
Oak Street	South	Brentwood Boulevard	First Street	8	2 hours/30 min		x			27%
Oak Street	North	First Street	Second Street	15	2 hours/30 min		x			13%
Oak Street	South	First Street	Second Street	13	2 hours/30 min		x			17%
Oak Street	North	Second Street	Third Street	18	90 min				x	29%
Oak Street	South	Second Street	Third Street	18	2 hours		x			16%
Total				327						

Source: Fehr and Peers, February 2005

TABLE 6
PARKING DURATION – OFF-STREET PARKING

Lot	Number of Available Spaces	Parking Limits	Public or Private Lot	Average Parking Duration				Percentage of Vehicles Parked More than Three Hours
				0-1 hours	1-2 hours	2-3 hours	Greater than 3 hours	
A	36	Unlimited	Private		x			7%
B	26	Unlimited	Private				x	34%
C1	16	Unlimited	Private		x			0%
C2	11	Unlimited	Private				x	63%
D	31	Unlimited	Private			x		22%
E1	17	Unlimited	Private				x	57%
E2	60	90-minutes	Public				x	41%
E3	12	Unlimited	Private			x		29%
F	29	Unlimited	Private				x	75%
G	25	Unlimited	Private			x		25%
H	20	Unlimited	Public				x	85%
I	46	45-minutes	Public			x		35%
J	50	90-minutes	Public			x		31%
K	17	Unlimited	Public				x	9%
L	33	Unlimited	Public				x	9%
M	29	Unlimited	Private		x			4%
Total	458							

Source: Fehr and Peers, February 2005

CONCLUSIONS

Based on an examination of the information collected and field observations, the following conclusions can be reached regarding the parking situation in downtown Brentwood.

- Overall, there is sufficient parking in the downtown area for the mix of existing uses.
- The on-street parking demand is heaviest on Oak Street between Brentwood Boulevard and First Street, on Second Street between Chestnut and Oak Streets, and on Oak Street between Second and Third Streets. At these locations, parking supply is inadequate due to occupancy exceeding ninety percent. There is also a downtown core area where it is difficult to find a parking space located by the Oak Street/First Street intersection.
- The private off-street parking lots are well utilized, with five lots above ninety percent occupancy.
- The municipal lots in downtown Brentwood are fairly well utilized. The two municipal lots located on Brentwood Boulevard are 94 percent occupied, however the Second Street municipal lot is only 63 percent occupied.
- Counts taken on a Friday in December show that the peak period of demand in the downtown occurs between 10:00 AM and 12:00 PM.